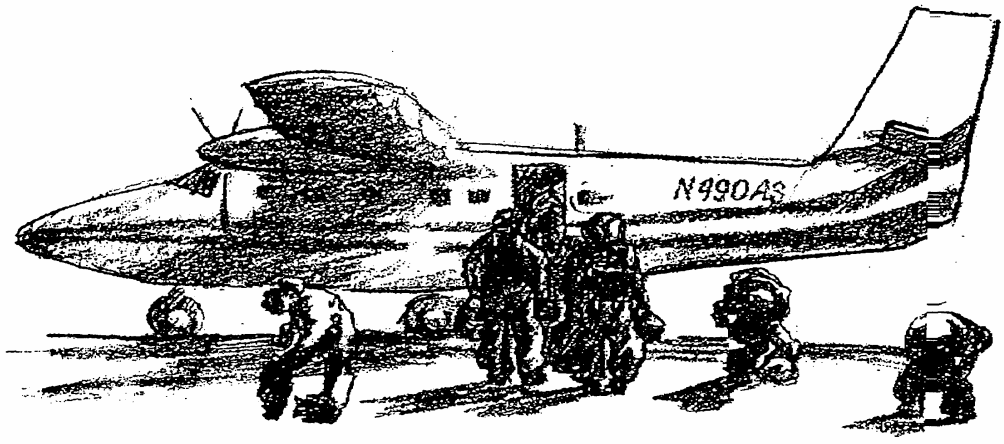
Bureau of Land Management
Boise Smokejumpers



2006 User Guide

Smokejumper Status Report on the NIFC Homepage
www.nifc.gov/smokejumper/smjrpt.php
Boise Smokejumper Base 800-925-8307 or 208387-5426
24 hour Duty Officer cell phone 208-8505144

Phone Numbers

Boise BLM Smokejumper Base

208-387-5426	800-925-8307	(fax) 208-387-5399

Base Manager

NAME	CELL
Grant Beebe	208-7611443
Eric Reynolds (Deputy)	208-761-1444

Duty Officers–D.O. cell: 208-850-5144

NAME	CELL
Hector Madrid	208-867-6293
Eric Walker	208-859-9524
Mel Tenneson	208-830-0090
Matt Bowers	208-867-8612
Ken Franz	208-867-8676
Jim Raudenbush	208-867-8462

Liaison Officer Cell Phones

LOCATION	CELL
Colorado	208-761-1439
Idaho	208-761-1440
Nevada	208-761-1441
Utah	208-761-1442

CONTENTS

Purpose of this Guide

The purpose of this guide is to provide land managers, coordinators, dispatchers, and other field users information about the Boise BLM smokejumper program.

Mission Statement

Boise Smokejumpers provide professional, effective, and safe fire suppression and fuels reduction services to help land managers meet objectives.

Program Overview

Eighty-three BLM smokejumpers are stationed at the National Interagency Fire Center in Boise, Idaho. Their primary mission is to provide initial attack firefighting capability and other fire management services to BLM and interagency land managers. Boise Smokejumpers use high performance aircraft and parachutes to provide a long range, rapid response, heavy payload initial attack fire suppression resource.

Boise Smokejumpers can deploy directly from Boise or from any sub-base. Sub-bases serve as temporary centers for smokejumper operations.

In addition to initial attack, Boise Smokejumpers can assist land managers with extended attack fire suppression, can fill a variety of ICS positions, and can deploy as Type 2 I.A. handcrews and as ground or helicopter based initial attack modules.

Mission Outline

The Spotter
Aboard each smokejumper aircraft is a smokejumper spotter, who directs the mission. The spotter deals directly with the appropriate dispatch for flight-following and mission coordination.

Placing the Order
- Smokejumpers are ordered for IA or pre-position in accordance with area and national mobilization guides.

- Pre-positioning is based on current and predicted fire activity. Boise Smokejumper pre-position costs are program funded as part of smokejumper readiness.

- A standard smokejumper load consists of eight smokejumpers, one spotter, and 1000 pounds of firefighting equipment.

Fire Call
- The fire call is received, smokejumpers suit up, and the pilot starts the aircraft.

- The spotter receives basic information about the fire: general location, and radio frequency. All other information can be acquired en-route.

En route to the Fire
- Flight-following checks are made every 15 minutes or Automated Flight Following (AFF) can be used. The aircraft travels roughly 40 miles every 15 minutes. If AFF is being used and a district boundary is crossed, the aircraft will notify the appropriate dispatch.

- Ten minutes from the fire, the spotter will radio other aircraft and the ground contact.

Arrival at the Fire
- The jumpship orbits the fire. The spotter advises dispatch and the ground contact of arrival, gives a brief summary of fire status, and makes recommendations about initial attack or other management options. The spotter can help ground forces locate the fire and determine the best access. The spotter is capable of monitoring airspace over the fire, and if necessary, can help direct lead planes, air tankers, and helicopters until air attack arrives**.**

- The spotter must receive authorization from dispatch or the ground contact to proceed with the jump. Non-critical communications during the jump phase of the operation should be avoided. Average time for completion of the jump phase is 20-30 minutes.

I.C. Selection

- The smokejumper spotter is responsible for selecting the I.C. before dropping smokejumpers on the fire. Jump loads are arranged so that, if one is available, **a qualified ICT3 is on board every jumpship**. The guidelines for selecting the I.C. are as follows:

- If the fire is challenging or difficult, or has high potential to become complex in terms of tactics, values at risk, or the number and variety of resources needed, the spotter selects the most qualified jumper on the aircraft to be the I.C.

- If the fire poses no special difficulties, the spotter may designate a lesser experienced (but still fully qualified) jumper I.C. This provides less experienced jumpers with I.C. experience and is critical to the development of BLM smokejumpers. The highest qualified I.C. will be prepared to take over the fire if complexity warrants.

The Jump

- Smokejumpers are usually dropped two at a time, but may jump in groups of three or four if conditions allow.

- Dispatch may lose radio contact during the cargo delivery phase of the operation, when the aircraft makes low level (200 ft.) passes to drop firepacks, cubitainers, chainsaws, and other equipment.

- The aircraft climbs and re-establishes radio contact with dispatch. The spotter gives dispatch the name of the smokejumper in charge, the number of other jumpers on the fire, an update on fire status, and can relay information from the I.C. to dispatch if necessary.

Fire Suppression

- The smokejumpers can fight fire for at least 48 hours without resupply. After 48 hours, a jumper crew may require re-supply.

- Each smokejumper carries a hand-held programmable radio and a list of Great Basin frequencies and repeaters.

- Smokejumpers are equipped with chainsaws and most are helicopter remote hook-up qualified.

- Smokejumper length of assignment is based on user/incident need. Smokejumpers will remain on any incident until it is determined by the local unit and I.C. that they are no longer needed.

Demobilization

- Smokejumper retrieval normally involves returning the smokejumpers and their gear to the jumpship location, and is coordinated between the responsible dispatch and the smokejumper spotter or liaison officer.

- A smokejumper typically carries 100 pounds of jump and firefighting gear. Each jumper carries a large packout bag and each pair of smokejumpers has a cardboard firepack box, and a chainsaw. The following are typical smokejumper demob transportation requirements:

Vehicle retrieval:

2 SMJs	**one standard cab pickup**	**(or) one van**	**(or) one Suburban**
3-4 SMJs	**one six-pack pickup**	**(or) one van**	**(or) one Suburban**
5-8 SMJs	**one pickup and van**	**(or) two six-pack trucks**	**(or) one pickup and Suburban**
9-12 SMJs	**three vehicles**	**(or) stake-side plus vehicles for passengers**	

Helicopter or CWN aircraft retrieval:

- A sling load is desirable for helicopter retrieval of smokejumper cargo, especially for groups of six or more jumpers. All jumpers are HELR qualified.

- For helicopter or fixed wing retrieval, pilots should be advised of smokejumper gear weights

Coordination and Dispatch

The use of the Boise Smokejumpers is identified in district, state, and national BLM fire management plans. Communication among dispatch centers, coordination centers, fire management officers, and smokejumper duty and liaison officers is critical.

Duty Officer and Liaison Officer

The Duty Officer
The smokejumper duty officer, located in Boise, serves as the focal point for BLM smokejumper operations in the lower 48 states.

- During the fire season, the duty officer is available 24 hours, seven days per week. During business hours they can be reached at 800-925-8307 or 208-387-5426 and after hours at 208-850-5144 (cell).

- The duty officer notifies the coordination center of smokejumper aircraft arrival/departure from Boise and provides manifests and itineraries.

- The duty officer stays current on smokejumper availability, status, location, movement, and projected activity; this information is updated daily on the BLM Boise Smokejumper Status Report on the NIFC Home Page, www.nifc.gov/smokejumper/smjrpt.php.

The Liaison Officer
During periods of high fire activity at sub bases, a liaison officer can be installed to coordinate smokejumper logistics. Duties include:

- Meet with unit FMO or representative. Attend pertinent local unit briefings.

- Serve as contact for smokejumper IA, pre-position, booster, project work, and demobilization requests.

- Obtain situation reports and weather forecasts. Brief smokejumpers, spotters, and the pilot.

Appropriate Management Response and Wildland Fire Use

When fire situations are other than traditional control and extinguishment, smokejumpers can provide on site observations and give fire managers more response options. Some of the advantages of using smokejumpers in this role include:

- Experience in meeting non-standard suppression objectives such as monitoring, minimum impact suppression tactics, holding, ignition, utilization of natural barriers for containment, point protection of sensitive areas and/or perimeter containment.
- Boise Smokejumpers are trained in fire use management techniques such as monitoring fire conditions, smoke characteristics, assessing fuels and vegetation, mapping fire progression, identifying natural and cultural resource values, and implementing appropriate tactical actions if necessary.
- Jump loads are arranged so that a qualified ICT3 and FEMO are on board every plane load. Special qualifications may be requested (i.e. RXB2, DIVS, TFLD, RXI2, FOBS, EMT, HEMG, SOF3, FIRB, etc…).
- Jump loads are self sufficient for 48 hours. If a re-supply is necessary, paracargo can be used as an efficient alternative when other means are not available.
- When alerted that other than full suppression tactics are being considered, a monitor kit will be dropped which contains a Kestrel, sling psychrometer, fire behavior data sheets, camera, clinometer, and calculator. In addition, each plane load is equipped with a cell phone and GPS. If communication by radio or cell phone is marginal, a satellite phone can be used.
- Aerial reconnaissance and on-site monitoring by trained, experienced individuals provides much needed intelligence to fire managers. Once management decisions have been made, smokejumpers can continue to assist in planning and operations and take action as dictated.
- Smokejumpers ability to jump in and pack out reduces or eliminates the use of helicopters in wilderness and sensitive areas.
- Smokejumpers can be used as a Fire Use Module or can be requested in smaller numbers to assist as needed (e.g. two smokejumpers to monitor Stage One WFU).
- Smokejumpers can be used as a fire use module or can be requested in smaller numbers to assist as needed (e.g. two smokejumpers to monitor Stage 1 WFU fires).

BOISE SMOKEJUMPER PRESCRIBED FIRE OPERATIONS

The Boise Smokejumpers provide land managers with professional, motivated and highly trained prescribed fire specialists. Boise Smokejumpers supply burn bosses, ignition specialists, holding specialists, fire effects monitors, crewmembers and a multitude of other ICS positions. They also assist managers in writing burn plans, performing site preparation work, and in performing mechanical hazardous fuels reduction work.

Availability

The Boise Smokejumpers are available for prescribed fire assignments from January to May, and from September to November. Availability is contingent upon management priorities.

Ordering and Coordination

Requesting Boise Smokejumpers for prescribed fire projects requires a phone call to the Boise Smokejumper Rx Manager or Operations at **(208) 387-5426**. Specifics for each project will be coordinated between the Smokejumper prescribed fire manager and the requesting unit. Jumpers should be ordered as "RXCM and/or the RX qualification" for "Boise Smokejumpers" in the remarks section. If the ordering unit is not BLM, a project assist number will need to be assigned.

On the project

Smokejumpers will arrive at the project location fully equipped with government credit card, tools, radios, equipment, transportation, food, camping supplies and other materials necessary to complete the project. Re-supply may be necessary on extended projects.

Training

Boise Smokejumper training includes prescribed fire training. All smokejumpers responding to prescribed fire requests will be fully qualified for the position they intend to fill. Trainee assignments will receive prior approval from the requesting unit.

Safety

Boise Smokejumpers maintain the highest level of safety on all prescribed fire projects.

Physical fitness standards

Every Boise Smokejumper maintains an arduous physical fitness rating.

General Information

Availability

January 15

- Training instructors, loft technicians, pilots, and other smokejumpers begin pre-season preparation. Some jumpers are available for prescribed fire assignment as well as other fuels management projects.

April 10

- All Boise BLM Smokejumper rookies report to Boise for training.

April 27

- The first contract airplane is on.

May 22

- The second contract airplane is on. Three airplanes plus 86 smokejumpers are available for assignment in the Great Basin and Alaska.

Mid-July

- Based on fire activity, ten Alaska BLM Smokejumpers and one aircraft are made available to Boise. Pre-position of these jumpers is accomplished through normal dispatch channels.

Dates are approximate. Please contact the duty officer for current information on availability.

Staff Assistants

- Rhonda Steinman
- Toni McClure

Spotters

Adell, Marty	Estey, Dave	Hohn, Paul	Zimmerlee, Rich
Beebe, Grant	Franz, Ken	Seiler, Al	Tenneson, Mel
Bowers, Matt	Madrid, Hector	Johnson, Todd	Hofman, Jason
Clements, Frank	Raudenbush, Jim	Geving, Dennis	Todd Jinkins
Cushman, Allison	Reynolds, Eric	Walker, Eric	Mike Haydon

2006 BLM AIRCRAFT - Start Dates and Rates

Call #	*Tail #*	*Owner*	*A/C Type*	*Hourly*	*Daily*	*Start Date*
J-49	N49SJ	BLM	Twin Otter	$600/hr.	$8,746/month	N/A
J-97	N97AR	Leading Edge	Twin Otter	$701/hr.	$2,625 /daily	4/26/06
J-25	N252SA	Leading Edge	Twin Otter	$701/hr.	$2,779/daily	5/22/06
J-66	N266MC**	Bighorn	Dornier	$333.95/hr.	*$3,187/daily	Jul/Aug***

Notes:

** Dornier's flight rate in Alaska is $333.95/hr (dry rate). A lower-48 flight rate (wet) is negotiated just before coming south. Last year it was $684/hr. This rate will probably be higher in 06 if gas prices stay at the current high levels throughout the summer.

*** If needed

All hourly rates are subject to a change due to fuel cost.

Smokejumper aircraft capabilities:

Aircraft	SMJs	Speed	Runway Requirements*	Range(miles)
DHC-6 Twin Otter	8	150-knots	2,000-ft	425-680
C-23A Sherpa*	8	170-knots	4,500-ft*	500-800*
C-212 Casa	8	180-knots	3,000-ft	500-800
Dornier 228	8	200-knots	4000-ft	500
TDC-3	8	190-knots	3,000-ft	1,000

*Runway requirements depend upon density altitude considerations. High heat and high elevations increase runway length requirements.

Note to GACC's: When ordering smokejumper aircraft (including para-cargo platforms), please consult with the local smokejumper Liaison Officer (LO) or the Boise Duty Officer (DO) on aircraft capabilities. Some smokejumper aircraft (primarily the C-23A Sherpa and C-212 Casa) have limited performance characteristics in the high elevation and hot temperature regions of the Great Basin. To compensate for this, it may be necessary to "download" smokejumpers, equipment and fuel. In some cases it may be impossible to perform the mission.

Administration

During the fire season a normal duty day is 0900 - 1800.

Individual smokejumper rotations from sub-bases to Boise can occur if necessary and feasible every 21 days. Pilots are rotated according to the Departmental Manual. The Liaison Officer will notify the local unit and coordination center prior to any rotation.

Boise smokejumper time and attendance is handled by BLM-NIFC. Smokejumpers are covered by a season-long fire travel authorization. All Boise smokejumpers are prepared to cover their individual travel expenses.

Discipline problems are handled by the spotter or liaison officer. The duty officer and smokejumper base manager will be involved. Any personnel or discipline problems may be relayed directly to the smokejumper base manager.

Emergency Medical Services (EMS) Program

The Boise Smokejumpers are capable of providing emergency medical services for injured firefighters and others. Each smokejumper aircraft carries EMS personnel and a complete medical trauma kit deliverable by paracargo to the accident scene.

Proficiency Jumps

Parachute jump currency ensures that smokejumpers maintain proficiency in parachuting skills and procedures. A parachute jump (either fire or training) every 10-14 days is standard to maintain currency. Ability to meet this standard is predicated upon aircraft availability and fire activity. The spotter will clear proficiency jumps through the appropriate dispatch channels.

After Action Review

Mission debriefings are critical to improving mission effectiveness and safety. Smokejumpers perform debriefings after every mission. Participation by host unit fire personnel is welcomed.

2006 Boise Smokejumper Red Card Qualifications

Suppression Qualifications

Smokejumper training emphasizes the skills required for safe, aggressive, and effective initial attack and extended attack fire suppression. The majority of Boise Smokejumpers are initial attack incident commander (ICT4) qualified. In addition, on any given load of eight smokejumpers, approximately half will be ICT3, DIVS, or STCR qualified. If one is available, **an ICT3 will be on every jump load**. Dispatch will be notified if a qualified ICT3 is unavailable.

Red card qualifications of each Boise smokejumper are detailed on the following pages.

2006 Great Basin Smokejumpers IQCS data Updated 2-06-06																							
	COMMAND				OPERATIONS RELATED											AVIATION RELATED							
Name	ICT3	ICT4	ICT5		OSC2	DIVS	TFLD	STCR	CRWB	DOZB	ENGB	FELB	FIRB	FALC	FALB	ATGS	HEB2	HELR	HELB	HCWN	HECM	PLDO	SEMG
Adell, M	X	X			X	X	X	X	X		T	X	X	X	X	T					T		
Atkins, K		X	X					T	X	T	T	T		T	X			X					
Baker, P			T															X					
Beebe, G	X	X			X	X	X	X	X				X		X	T							
Betz, Z	T	X					T	X	X	T		X	T	X	X								
Bohnsack, J		T	X					T	X	T		X	T	X	X			X					
Boomer, M	X	X				T	X	X	X	X		X		X	X			X					
Borcherding, K		X							X	X		X		X	X			X					
Bowers, M	X	X				X	X	X	X	X		X	X	X	X	T		X					T
Brollier, Ju	T	X				T	X	X	X				T	X	X				T	T	X		
Burin, M	X	X				X	X	X	X		T	X	X	X	X	T					X		
Burwell, L		X						T	X	T		T	T	T	X			X					
Campas, R	T	X				T	X	X	X		T		T		X				X	X	X		
Chung, Q		X						T	X		X	T	T								X		
Clements, F	X	X				X	X	X	X	X		X	X	X	X	T		X					
Cresto, B		X	X					X	X			T	T	X							X		
Cushman, A	T	X				T	X	X	X			X	X		X						T		
Doggett, T	X	X				X	X	X	X		T	X		X	X			X					
Donaldson, G		T	X					T	X	T	T	X	T	X				X			T		
Drazinksi, J	X	X				X	X	X	X		T	X		X	X	T		X					
Duning, E	T	X					T	X	X	X		X	T	T	X						X		
Ellis, E	X	X				X	X	X	X					X	X		T		X	X	X	X	
Estey, D	X	X				X	X	X	X	T		X	X	X	X	T					T		
Franz, K	X	X				X	X	X	X	T		X	X	X	X	T		X					
Flinders, J	T	X				T	X	X	T	T	X	T	T	X	X						X		
Gerhardson, P	T	X				T	X	X	X			X			X			X					
Germann, H	T	X				T	X	X	X	T		X	T	T	X			X					
Geving, D	T	X				X	X	X	X	X		X	X	X	X	T					X		
Graham, J			X												X			X					
Hartman, D	X	X				X	X	X	X						X			X					
Haydon, M	X	X				X	X	X	X	X	X	X	X	X	X	T					X		
Hipke, E		X					T	T	X			X	X		X			X					
Hofman, J	X	X				X	X	X	X		X				X	X	T		X	X	X	X	
Hohn, J	T	X				T	X	X	X	X	X	X	X		X			X					
Hohn, P	X	X				X	X	X	X	X		X	X	X	X						X		
Jinkins, T	X	X				X	X	X	X			X	X	X	X						T		
Johnson, B	X	X				X	X	X	X			X	X	X	X						T		
Johnson, T	X	X				X	X	X	X	T		X	T	X	X	T			X	X	X		
Jordan, R		X						T	X	T	X	X	T		X						X		
Kidd, B		T	X					T	X	T		T	T	X	X			X					
Lagerwerff, D		T	X						T				T	X	X						X		
Lind, P		X						T	X		X	X	T	T	X				T	T	X		
Madrid, H	X	X			T	X	X	X	X			X	X	X	X	T		X					

2006 Great Basin Smokejumpers IQCS data (Updated 2-06-06)																							
	COMMAND				OPERATIONS RELATED											AVIATION RELATED							
Name	ICT3	ICT4	ICT5		OSC2	DIVS	TFLD	STCR	CRWB	DOZB	ENGB	FELB	FIRB	FALC	FALB	ATGS	HEB2	HELR	HELB	HCWN	HECM	PLDO	SEMG
Maier, K			X						T						X						T		
Moore, M		X					T	X	X		T				X		T		X	X	X	X	
Morrow, S	X	X					X	X	X			X	T		X						X		
Motes, M		X				T	T	X	X	T		X	X	X	X		T		X	X	X		
Noles, T		X	X					T	X	T		X	T	X	X						T		
Oakleaf, B		X	X					T	X			T	T	X	X						X		
Orr, S	T	X				T	X	X	X	T	X	X	X	T	X				T	X	X	X	
Permenter, D			X						T			T	T	T	X			X					
Raudenbush, J	X	X			T	X	X	X	X			X	X		X	T		X					
Reynolds, E	X	X				X	X	X	X		X	X	X		X	T		X					
Riebensahm, S		T	X					T	X	T	T	T	T	T	X			X					
Roach, S	X	X				T	T	X	X			X		X	X						X		
Schaeffer, T	X	X			T	X	X	X	X			X	X	X	X	T					T		
Skudlarek, M		T	X					T	X						X			X					
Seiler, A	X	X				X	X	X	X	X	X	X	X		X	T					T		T
Springer, D	T	X				T	X	X	X	X		T	T	X	X			X					
St. Clair, L		X					T	X	X						X				T	T	X		
Stroud, S		X					T	X	X	T				T	X		T		X	X	X	X	
Swartz, R		X					T	T	X	T	X	X	X		X						X	T	
Tenneson, M	X	X			T	X	X	X	X	X		X	X	X	X	X		X					
Thompson, D		T	X					T	X	T	X	T	T	X	X						X		
Turner, Ri	T	X					T	X	X	T		X	T	T	X				T	X	X		
Turner, Ro		X					T	X	X	T		T	T	T	X				T	T	X		
Urban, M		X	X					T	X	T		T	T	T	X			X					
Walker, E	X	X				X	X	X	X			X	X	X	X	T					X		
Wasser, W	X	X				X	X	X	X			X	X		X			X					
Yoder, D		X	X					X	X				T		X			X					
Zach, D		X					T	X	X								T		X	X	X		
Zimmerlee, R	X	X				X	X	X	X		X	X	X	X	X	T							
Zuares, D	X	X				X	X	X	X			X	X	X	X		X		X	X	X	X	
rookies--																							
(add later)																							

Adell thru Madrid X=Qualified, T=Trainee (Updated 2-06-06)

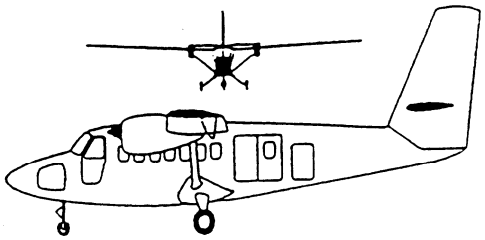
	RX FIRE					DISPATCH				LOGISTICS / MED							PLANNING				MISC OH		
Name	RXB2	RXI1	RXI2	FEMO		EDSD	EDRC	IADP		ATVO	BCMG	RADO	RAMP	MEDL	EMTB		RESL	SITL	FOBS		IOF2	SOF2	SOF3
Adell, M			T	T			T			X		X	X					T	T				T
Atkins, K			T							X													
Baker, P																							
Beebe, G	X		X	X			X			X		X	X										T
Betz, Z	T		X							X		X			X								T
Bohnsack, J			T	T		T	X			X					X								
Boomer, M	T		X	T		T	X			X		X	X					T	T				T
Borcherding, K			T							X		X											T
Bowers, M	T		X	X		T	X	X		X		X	X		X				T				T
Brollier, Ju			T							X		X	X										T
Burin, M	X		X				T			X		X	X						T				T
Burwell, L			T							X					X								T
Campas, R										X		X			X								T
Chung, Q																							T
Clements, F	X	X	X	X						X													T
Cresto, B			T	T						X					X								
Cushman, A			X	X						X		X	X						T				T
Doggett, T	T		X	X		T	X			X		X						T	T				T
Donaldson, G										X													
Drazinksi, J			T	T			T	X		X		X	X										T
Duning, E	T		X	X						X		X							T				T
Ellis, E	T		X	T						X		X	X						T				T
Estey, D			X				T			X		X	X						T			T	
Franz, K			X	X		T	X			X		X	X						T		X		T
Flinders, J	T		X	T						X													
Gerhardson, P			T	T						X													
Germann, H			T	T				X		X		X							T				T
Geving, D	X		X							X		X	X									T	
Graham, J																							
Hartman, D	T		X	X		T	X			X		X						T			X		X
Haydon, M	X		X	X			X			X		X	X					T	T				T
Hipke, E			X	X						X		X							T				T
Hofman, J	T		X			X	X	X		X				X									T
Hohn, J	T		X	T			T			X		X			X				X				T
Hohn, P	T		X	X						X		X					T	X	X				T
Jinkins, T	T		X	X						X	X	X	X						T				T
Johnson, B			T																				
Johnson, T			X	T			T			X		X	X										T
Jordan, R			T	T						X													T
Kidd, B										X													
Lagerwerff, D										X					X								
Lind, P			T	T			T					X											T
Madrid, H	T		X	X		T	X			X		X	X										T

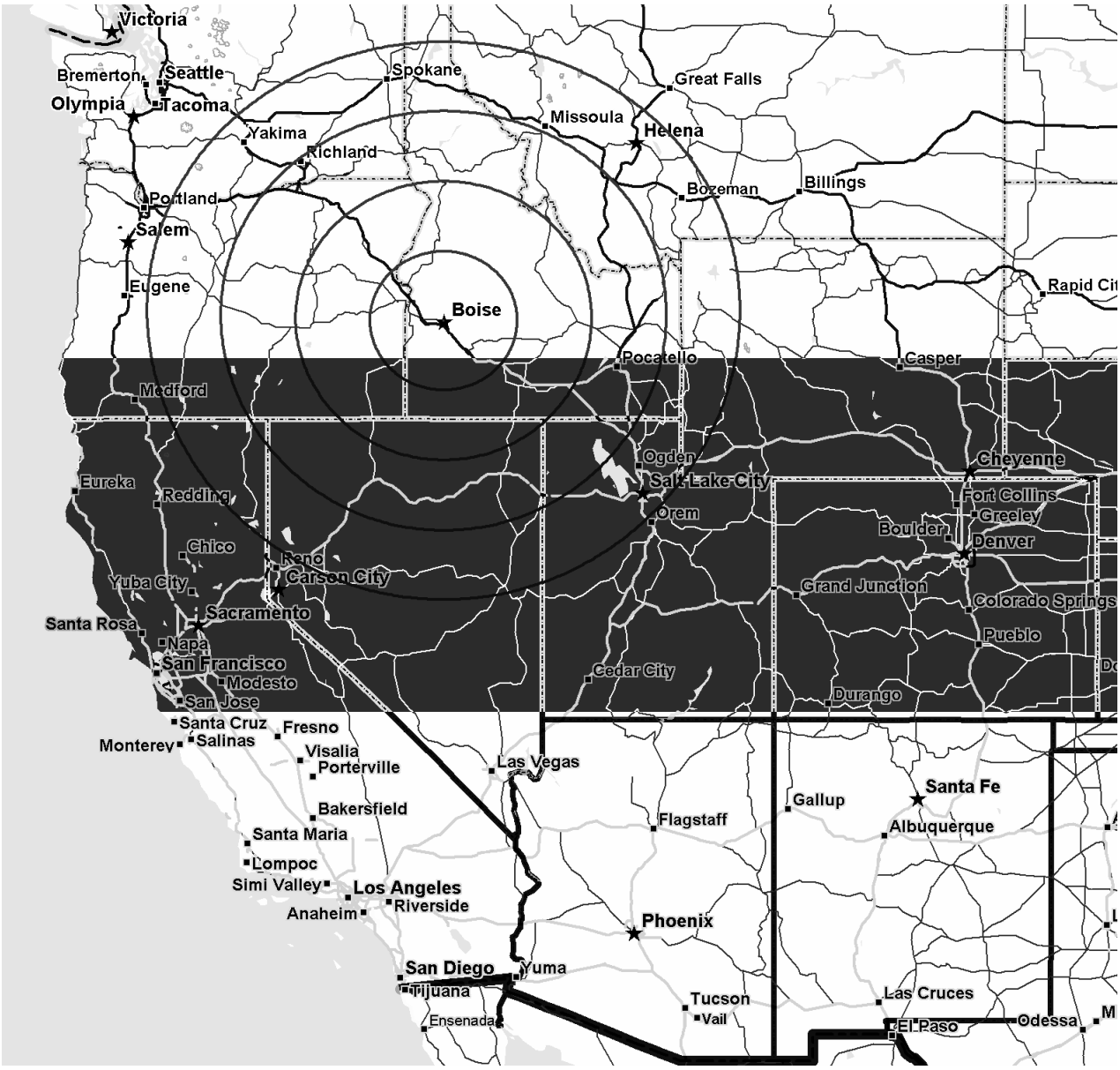
Maier **thru Zuares** **X=Qualified, T=Trainee** **(Updated 2-06-06)**																								
RX FIRE						DISPATCH				LOGISTICS / MED							PLANNING				MISC OH		
Name	RXB2	RXI1	RXI2	FEMO		EDSD	EDRC	IADP		ATVO	BCMG	RADO	RAMP	MEDL	EMTB		RESL	SITL	FOBS		IOF2	SOF2	SOF3
Maier, K																							
Moore, M			T	T						X		X	X	X	X								T
Morrow, S.			T							X		X	X		X								X
Motes, M				T						X		X	X										T
Noles, T			T																				
Oakleaf, B			T																				
Orr, S	X		X	X						X		X			X								T
Permenter, D																							
Raudenbush, J			T							X		X	X						T				T
Reynolds, E			T	T						X		X	X										T
Riebensahm, S				T																			
Roach, S			T							X		X	X	X	X								T
Schaeffer, T	X	T	X							X		X	X									T	T
Skudlarek, M			T	T																			
Seiler, A			T				T			X		X	X						T				T
Springer, D			T	X			X			X					X				T				T
St. Clair, L			T							X									T				T
Stroud, S	T		X	T											X								T
Swartz, R	X		X	X						X		X						T	X				T
Tenneson, M	X		X	X						X			X										T
Thompson, D				T																			
Turner, Ri			T	X						X	T	X			X								T
Turner, Ro			T	T			T			X	T	X			X			T	T				T
Urban, M										X													
Walker, E	T		X	X						X		X	X					X					T
Wasser, W			X	T						X		X											T
Yoder, D			T																				X
Zach, D	T		X							X					X				T				
Zimmerlee, R	X	X	X	X			T			X		X	X										T
Zuares, D	X		X	X						X		X	X										T

Aircraft Response Maps

Twin Otter response times from Boise

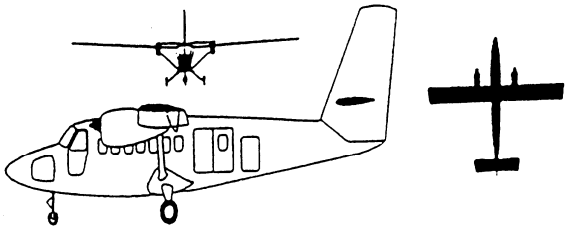
Each circle represents ½ hour of response time

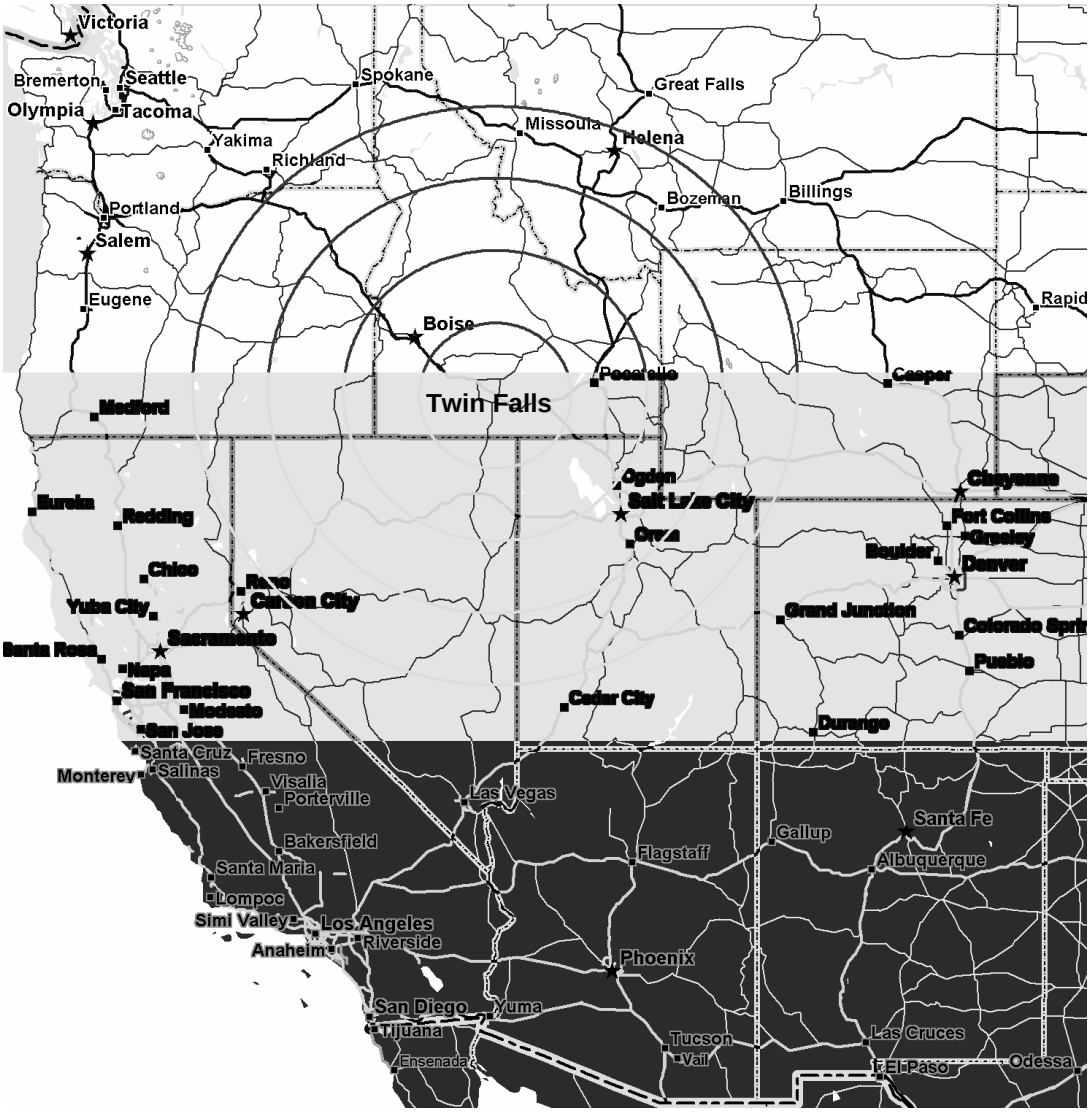




Twin Otter response times from Twin Falls

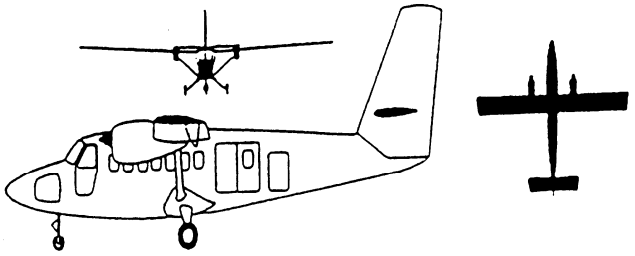
Each circle represents ½ hour of response time

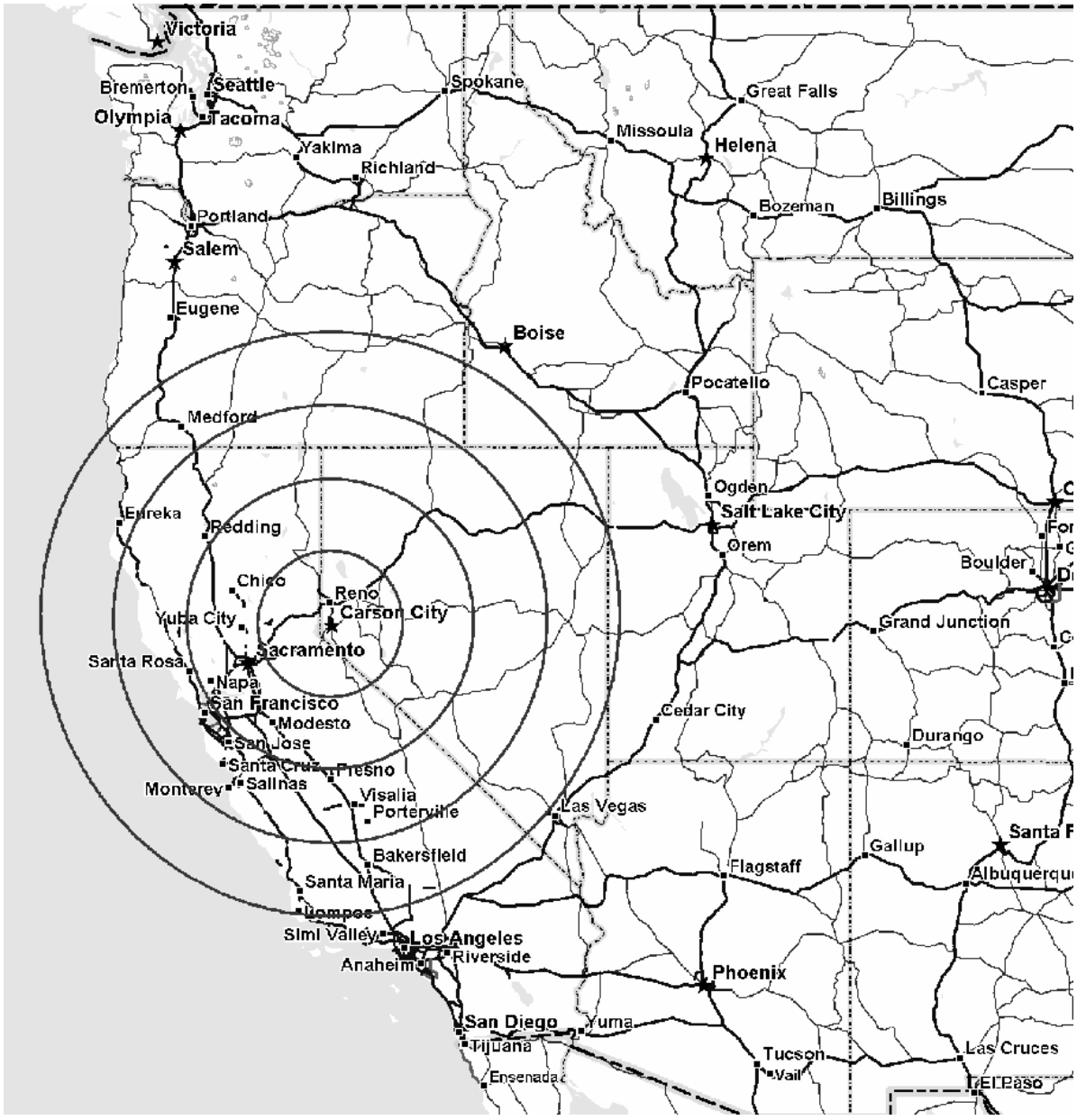




Twin Otter response times from Carson City

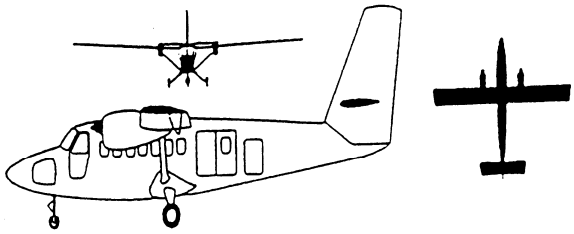
Each circle represents ½ hour of response time

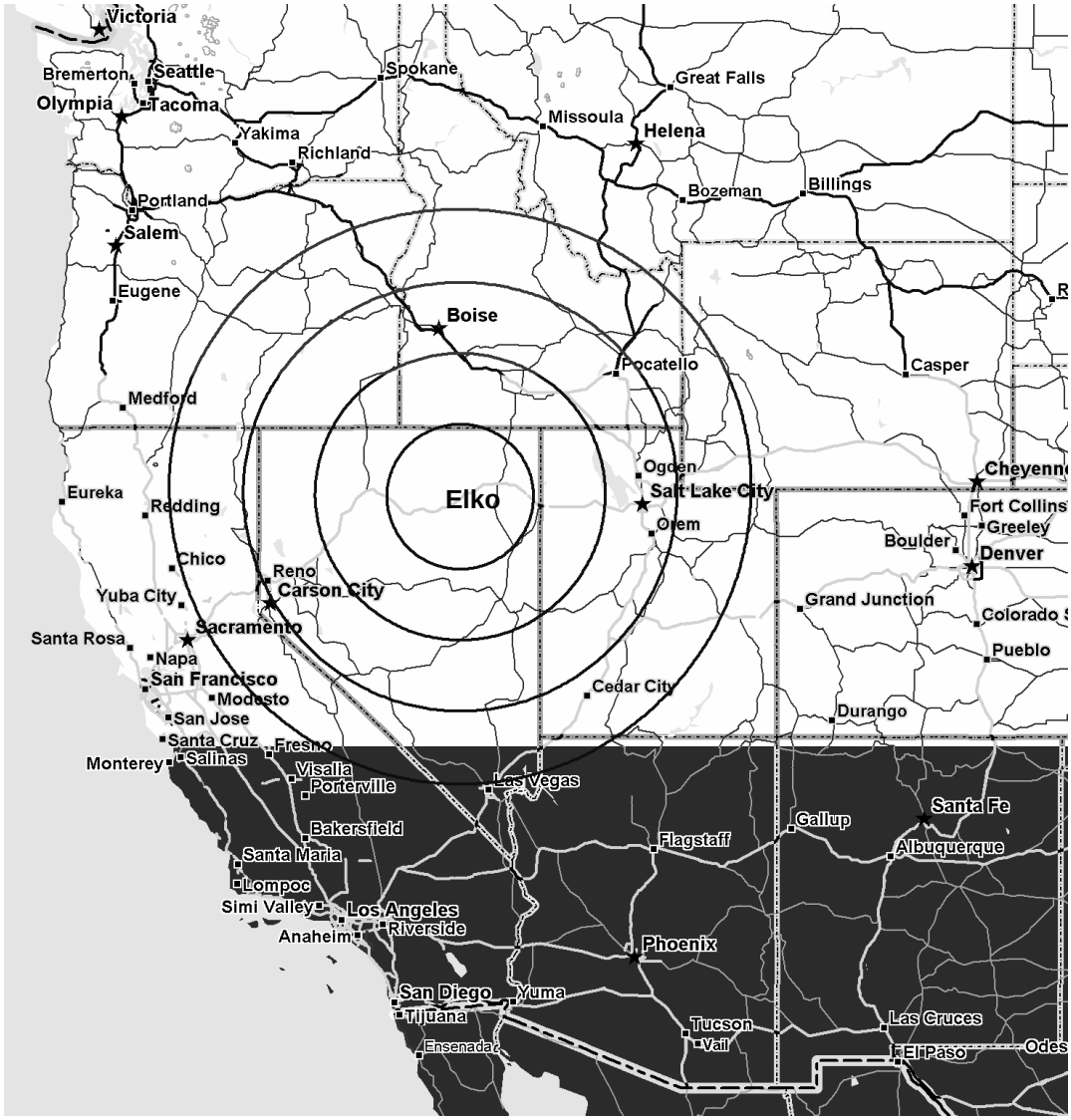




Twin Otter response times from Elko

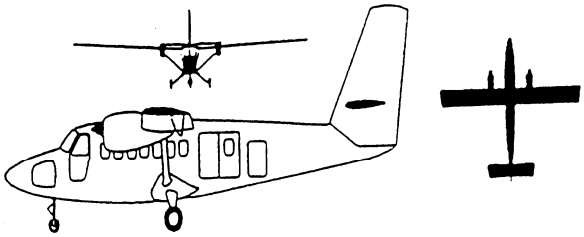
Each circle represents ½ hour of response time

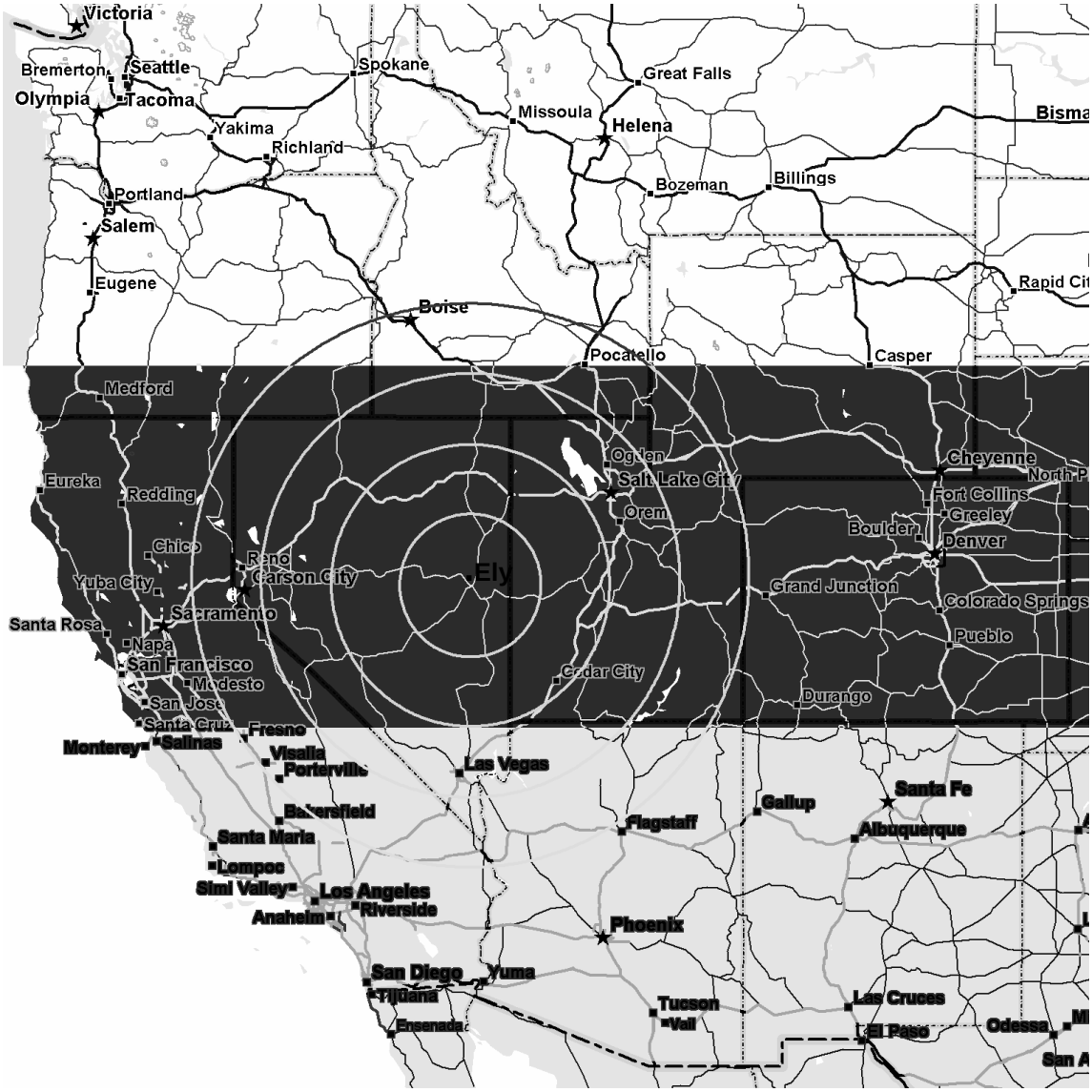




Twin Otter response times from Ely

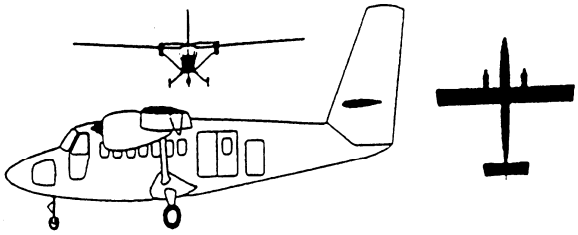
Each circle represents ½ hour of response time





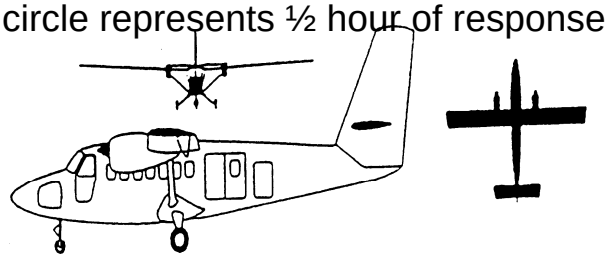
Twin Otter response times from Battle Mountain

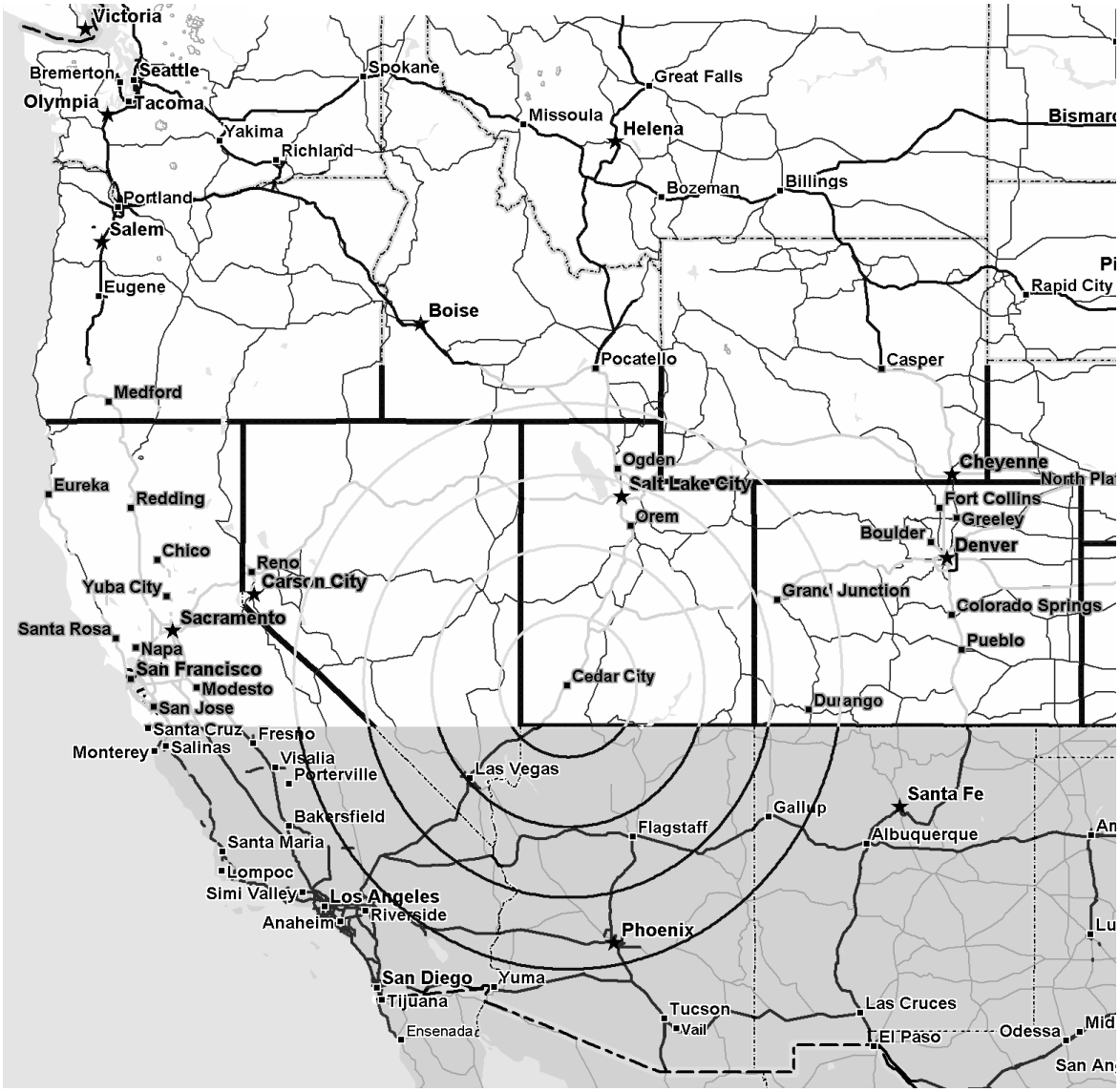
Each circle represents ½ hour of response time



Twin Otter response times from Cedar City

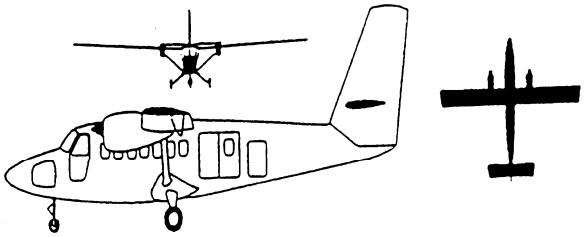
Each circle represents ½ hour of response time

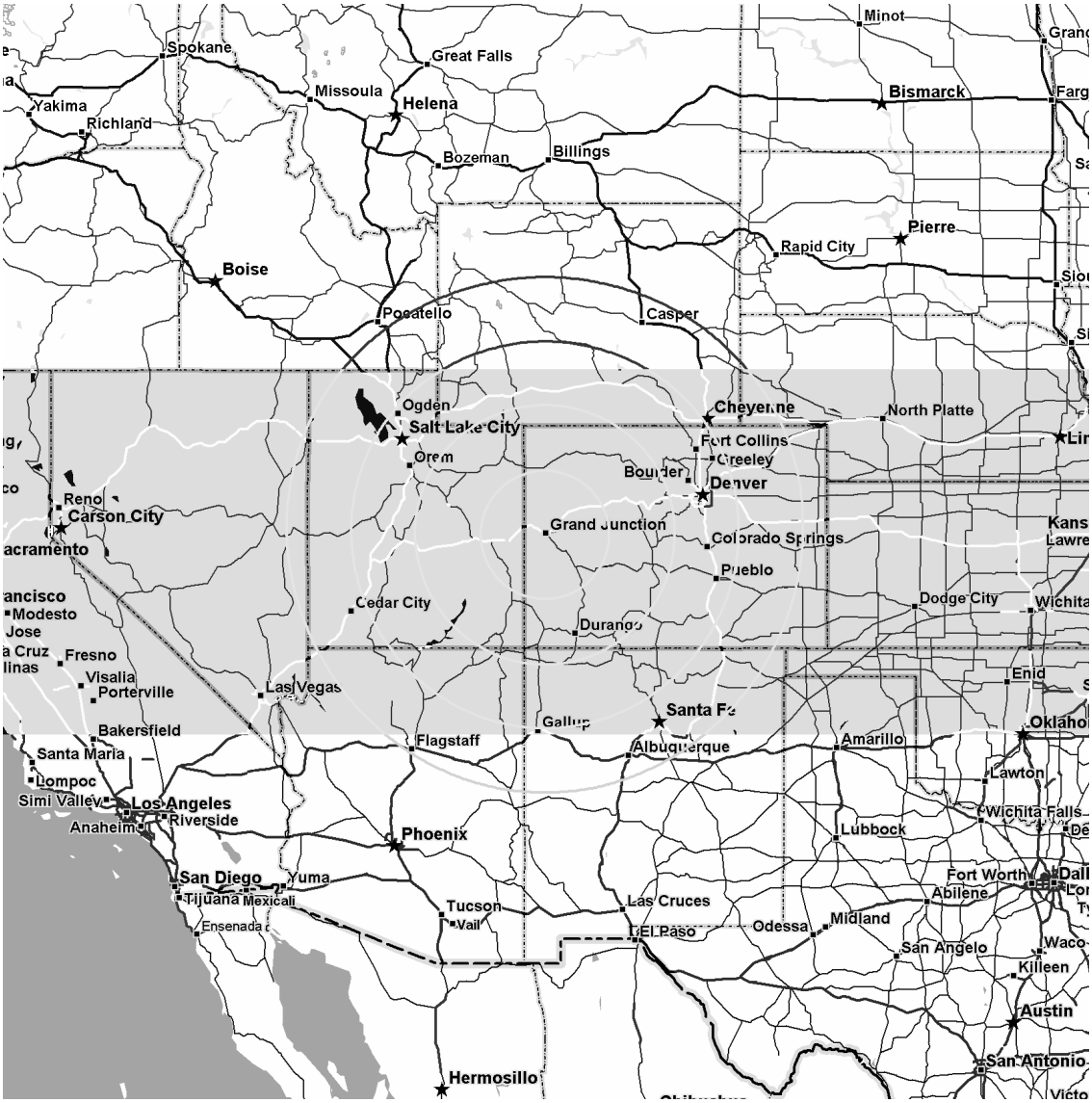




Twin Otter response times from Grand Junction

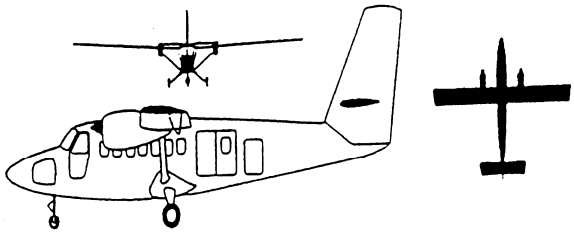
Each circle represents ½ hour of response time

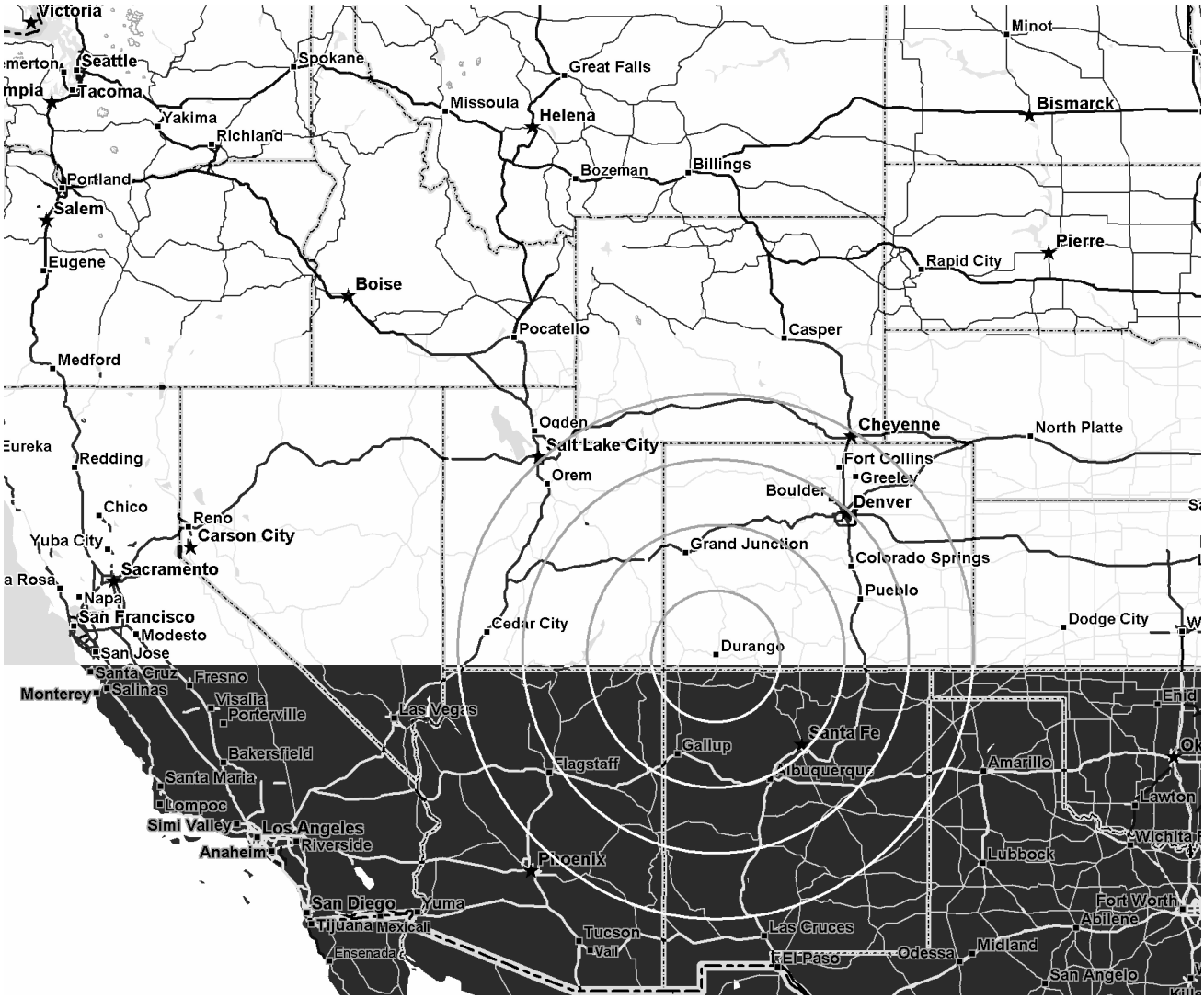




Twin Otter response times from Durango

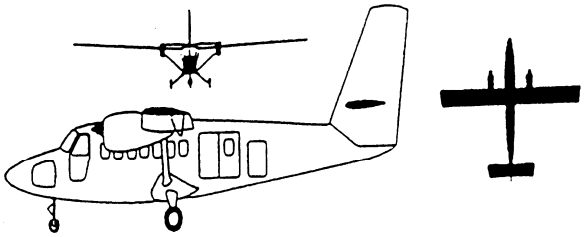
Each circle represents ½ hour of response time





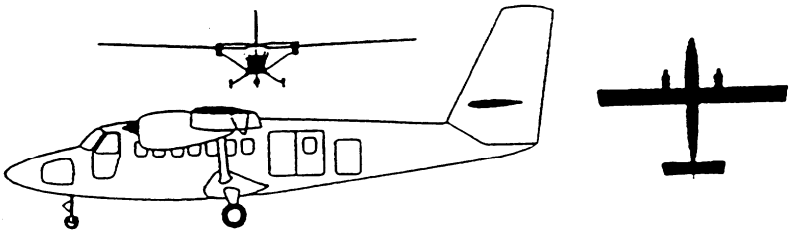
Twin Otter response times from Canon City

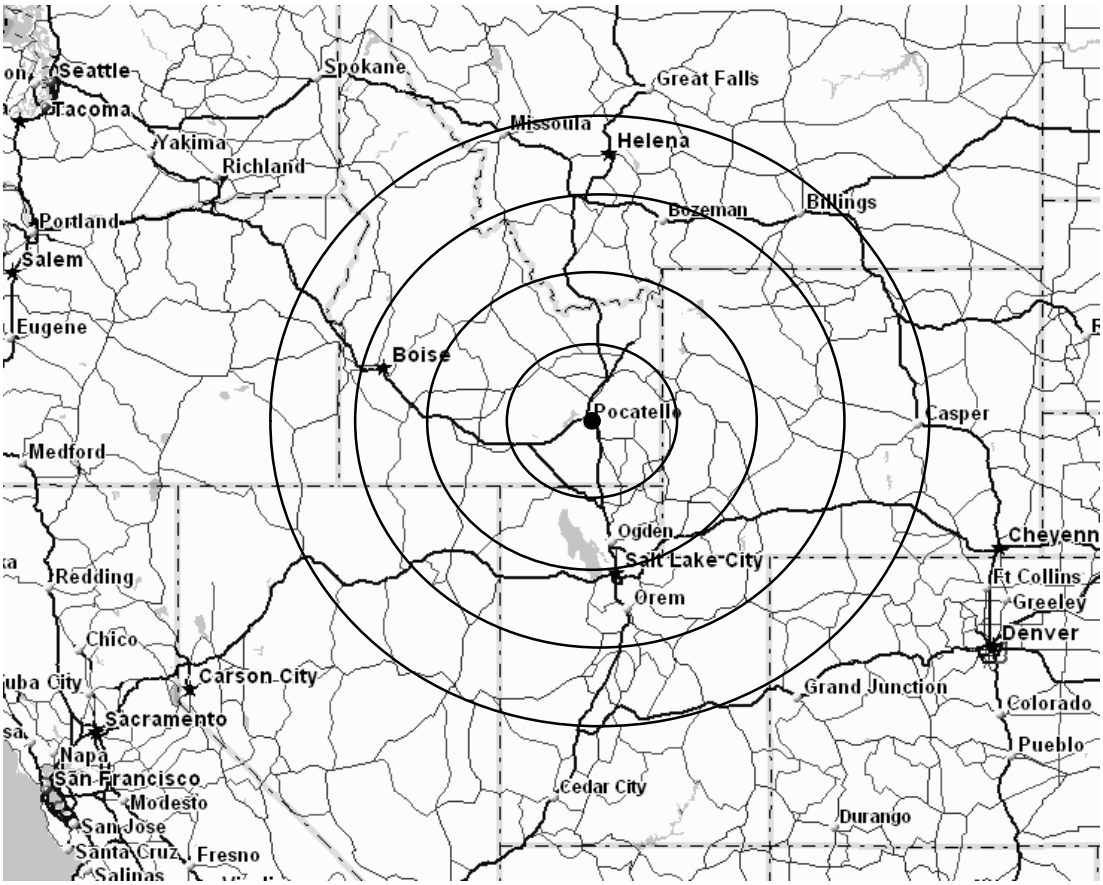
Each circle represents ½ hour of response time



Twin Otter response times from Pocatello

Each circle represents ½ hour of response time





Preliminary Paracargo Cache Locations

The BLM Boise Smokejumpers have pre-positioned paracargo at the following locations in the spring. While not limited to these operating bases, they provide logistical resupply support to ongoing smokejumper operations. Logistical support paracargo can be transported and set up at any facility.